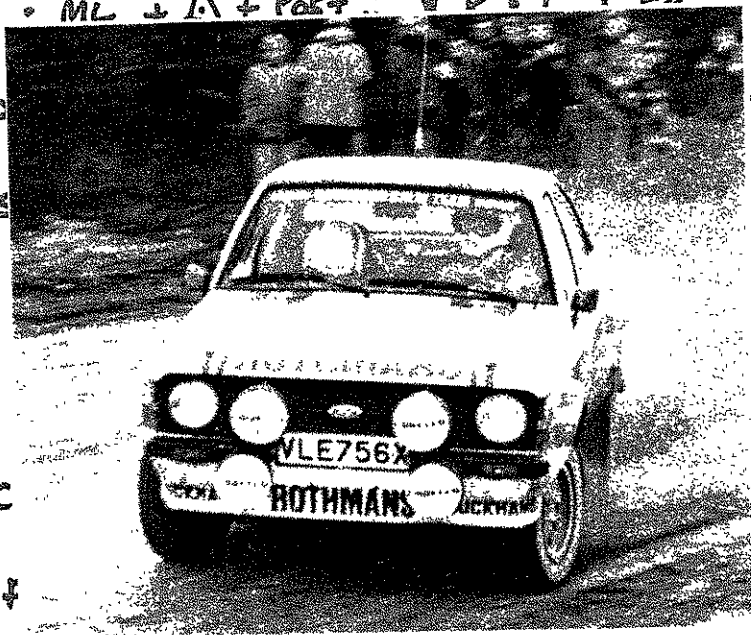


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THE OFFICIAL MAGAZINE OF
TRACKROD MOTOR CLUB LTD.

No. 206

MAR. 1988

EDITOR

Well hello, good evening and just make sure you all get yourselves down to Harry Ramsdens on Saturday 5th March to marshal on the Mobil 1 Northern Lights Rally. OK? (Subtle plug eh?). We need more marshals this year especially with the news that our entry has been boosted by the cancellation of the Hawleys Tyres Winter Rally. So get your entry in quick if you wish to compete.

Back on the club front it's good to see the return of the Secretary's contribution although Mr. Angry seems to have taken his comments else where. Is this an indication that the club is going through a bit of a resurgence of interest-how long will it last I ask myself.

Anyroad all that leaves me to say is that if one or two of the magazines appear to have been nibbled it's due to fact that the local rodent population has decided to hold it's Annual General Mouse Meeting in our kitchen, but don't worry war has been declared - they won't gnaw what's hit them.

Tarra and I'll see you at Harry Ramsden's, the biggest fish and chip shop in the world.

Rat and Sharpey.

DEADLINE FOR ARTICLES FOR NEXT MONTH'S MAGAZINE IS
29TH MARCH 1988.

CHAIRMANS CHAT

Well hello again!!

Another month gone by and the prospect of spring & summer before us make winter seem a long way behind us. Lets just hope that the weather is kinder than in recent years.

The navigational scatter proved to be a tremendous success with a good turnout listening intently to the talk by Neil & Roland and their efforts were rewarded the following week when a full field left the beehive and dispersed over a wide area to find the cunningly placed clues. The most successful proved to be Malcom Jagger & John Bean who scored a well earned victory. The interest you showed has persuaded us that the event should continue and a club championship will probably now run later in the year.

Don't forget that the topic for March will be autotests (and the Mobil 1 Northern Lights-Ed) and details can be found elsewhere in this magazine.

Mentioning autotests help will be be needed for the April Fools Autotest which is our Shell League event this year and as such a much larger than usual entry is expected. See Steve Lancaster for details as he will need timekeepers, marshals etc etc.....

I hope everyone who went out and marshaled on last weeks Cartel International had a good time in the unusually kind spring like weather.

We, that is Becky Kemp, Jackie Smythe, Tom Whittaker, Peter Green, Mark Eastwood, Mark Brier and me were all out servicing for Allan Powell and Barry Dove on the National Trophy event. Barry, Allan and Mark had done a tremendous amount of work on the RS2000 and the day before the event it looked superb with its new set of carbs and atlas axle ready for action. The team was quietly confident especially when Bannister & Hodgson were banished to the clubmans event. Everything went to plan and despite one or two near disasters Allan & Barry were a well earned 1st as they left Scarborough for the second half.

Allan was going like a train and still taking time out of the rest of the field when disaster struck, With only 5 stages to go, the new axle broke a half shaft in Wykeham. It was a very dissappointed team who packed up and came home, this was cruel and undeserved bad luck as Allan & Barry had done everything right but that's rallying I suppose.

Unfortunately one other member of "Team Trackrod", Pam White put her Rs on its side when a Halfshaft broke, ironically on the next to last stage after a fine drive on her first forest event. But Mike Vary/ Mark Walker finished a deserved 9th after a few electrical problems. However they all did well on what had turned out to be a real car breaker and none of them disgraced themselves, quite the reverse infact.

I personally am now looking forward to the Holderness Trophy Rally on the 20th of March on which I am co-driving for Pam in her RS and hope we can score some Shell League points for Trackrod. Our new Chief marshal Malcom Jagger will be out at Leconfield and I am sure would appreciate you help.

So there we are plenty happened and with lots more still to happen, It looks like being a good year doesn't it??

So until next time

cheers

Richard

SEC'S SCRIBBLE

Just when you thought you were rid of me I have returned, now in the elevated position of Club Secretary; hopefully I won't have to sit on the Chairmans knee (although it would be better than him sitting on mine!) to perform my duties one of which of course is to write this column every month. I had thought about enlisting the help of Mr. Angry to write my piece but perhaps he's upset enough people already and as I am now an officer of the club I should avoid anything controversial - as I always do!! (pull the other one-Ed!)

Have you noticed the recent increase in enthusiasum in Trackrod? It may be my imagination but we seem to be enjoying an outburst of involvement both in the club & in competition as well. The Committee decided at the start of the year to plan monthly "themes" throughout the coming year instead of drifting along and finding nothing organised.

The first monthly theme was the talk on navigation followed by the navigational scatter organised by Neil DuCros and Roland Cross and we had a definate upsurge in interest with people getting involved. March sees Richard Ineson & Ronnie MacKinnon first talking about autotesting, then members having the chance to "have a go" themselves, with help and advice from the experts!

What with the open forum every first clubnight of the month, clubnights are becoming more than just boozing sessions.

Competing wise Trackrod fielded a team on the Cartel Rally and despite mechanical problems, meaning we had only one finish out of three, all concerned acquitted themselves admirably, well done to all!!

We even have contestants in the Astra/Nova challenge and had some success in the opening round of the Shell League(see report elsewhere)

Personally I've been very quiet competitive wise but that will all end starting 27th March when I've persuaded John Cope to contest the York National to see what rallying in the sticks is like. The after sees Derek Marshall make a return to competition after seven years absence which has seen him become married, a father and hopefully grown a brain! as we are doing the DBSV event.

Well that's enough of my scribble , hope you enjoy your motor club this month.

John McNichol
Secretary

APRIL FOOLS AUTOTEST

SUNDAY 10th APRIL 1988

A.N.C.C. & Shell League Championships this year so hopefully a large number of entries. So we shall require as many members as possible from the club to marshal so we can keep the Rabble under control.

The venue is to be Hartshead Moor Service Station on the M62 WESTBOUND near Brighouse.
Map Ref. 101/169240

Please contact either;

Steve Lancaster (Sec. of Meeting) LDS 587445
John Bean (Chief Marshal) LDS 611132

There will also be a marshals draw, the winner to receive something that've always wanted!!!

COMPETITION CALENDAR

Autotests

Mar	6th	Trackrod M.C.???
	20th	Keighley & D.M.C.
	20th	Lancashire & Chesire C.C, 1st round of Yorkshire Bank and A.N.C.C. Championships.
	27th	Shipley & D.M.C.
Apr	10th	Trackrod M.C. APRIL FOOLS AUTOTEST. 2nd round of Yorkshire Bank and A.N.C.C. Championships. SHELL LEAGUE HELP NEEDED.

Road Rallies

Mar	5/6th	Mobil 1 Northern Lights Leeds University U.M.C. Start at Harry Ramsden's Maps 99, 100, 104, 105.
	5/6th	Clitheronian Clitheroe M.C. Maps 97, 98, 102, 103
Apr	16/17th	Coleman Tyres Otley M.C. Start at Otley Market Place Maps 98, 99, 104.

Stage Rallies

M.r	5th	Panaround Multi Venue Stages Potteries & Newcastle Maps 135 & 136 (Mid-W les)
	6th	Single Venue Airfield Sely & D.M.C. Drifffield

Mar	19th	Lakeland Stages - National Kirby Lonsdale & Morecombe M.C. Maps 89 & 90
	20th	Multi-Venue N.H.M.C. Maps 106 & 107
	27th	York National York M.C. Maps 93, 94, 100, 101.
Apr	10th	Lincs M.C. Tour of Lincs Maps 113 & 120
	17th	Single Venue Stages Pottreies & Newcastle Map 129
	23rd	Single Venue Stages Alwoodley M.C.
	24th	Single Venue Stages Wakefield M.C. Map 106
May	7th	MANX NATIONAL
	7th	Mild & Bitter Multi venue Stages Morecombe & D.M.C. Maps 92 & 102

ENTRANTS LICENCE NUMBER: 0695

Barry Dove

SOCIAL CALENDAR

<u>MARCH</u>	1st	Crown, Boston Spa.
	8th	Roundhegians Rugby Club
	15th	Beehive, Thorner
	22nd	Roundhegians. Talk on Autotesting by Richard 'Invert that Mini' Ineson
	29th	Autotest Practice in Auto-Safety Centres car-park. Start 7.45pm. Lubricated discussion in the Adelphi Pub, Armley Road.
<u>APRIL</u>	5th	Crown, Boston Spa.
	12th	Roundhegians. Talk on Economy Runs by M.Jagger and J.Bean.
	19th	Beehive, Thorner. Start of Economy Run at 8pm.
	26th	Roundhegians.
	3rd	Crown, Boston Spa. Scalextric Night is upon us again - yip, yip!

Beccy Kemp.

THE "1000 SHAKES" SCATTER

Results:

	Times			Pts.	Total
	Plotting	Road	Pen.		
1st M.Jagger/J.Bean	24	1hr 13	-	80	80
2nd S.Brownridge/C.Dawes	50	1hr 10	-	70	70
3rd J.McNichol/R.McKinnon	40	1hr 21	12	80	68
4th S.Lancaster/C.Sharpe	39	1hr 25	20	60	40
5th M.Westmorland/P.Pausey	36	1hr 30	30	60	30
6th G.Broadley/N.Wright	43	1hr 31	32	60	28
7th M.Ryan/A.Thompson	24	1hr 32	34	60	26
8th R.Kemp/B.Dove	32	1hr 24	18	30	12
9th C.Rose/R.Anderson	46	1hr 29	28	30	2
10th R.Endley/V.Fletcher	46	1hr 51	72	70	-2
11th R.Slinn/P.Slinn	45	2hr 01	92	40	-52

Thanks to all who turned out and to Ian for helping, I gather you all enjoyed it. (No bonus marks for spotting the missing road on the circular herring-bone).

Mr. Miller has got back into the organising mode now, so maybe he'll organise the next event - eh Ian?

Tefal

NAVIGATIONAL SCATTER

Team FastFord

(but not as quick as Firm's Cavaliers)

Chris Sharpe and myself arrived at the Beehive before the organisers. Once we had asked Neil what to do we sat down to plot what we thought were 12 map refs. but not that easy. Five points were found by starting at PH's and following road junctions to arrive at the required point. After a mild attack of panic and some help off various members of the club including Becky Kemp we managed to plot 9 points and decided to go out and find them!! I mention Becky 'cos we thought she was being a good sport helping everybody plot the route, but no she was finding out where to go the easy way as she was competing herself. This didn't seem to help Becky as she only managed to find five points and only got three correct in the end (Becky - I won't tell Martin you pulled 100++ in places even with US plugs!!)

So to the route, we had 1.25 hours to cover approx 50 miles starting at Thorner, we headed up through Scarcroft to the first point, then over to Kirby Overblow to the second point then thro' Harrogate (picking up petrol on the way) to the straight yellow that runs Parrallel with the A59 west of Harrogate where we were nearly forced off the road by a "white blur" travelling in the opposite direction (possibly a White Cavalier). After we had found the third point it was off to the fourth point on the B6451 near Fewston but we were unable to find it (a farm sign) due to the fact we were 5 miles away from it!! so then onto the fifth, the road junction near Timble then to the Cross Roads near Dob Park for the sixth point, then down to Askwith and onto the yellow in Otley for the seventh and onto the top of Otley Chevin for the eighth point (a street name - even A-Z's are wrong!!)

By this time we had 10 mins to get back to Thorner so we decided to head back missing a point in Huby, but after reading the clue for that point we guessed and surprise surprise we were correct, we finally arrived back 10 mins late.

RESULTS;

- 1st Malcom Jagger/John Bean
- 2nd Ron Mackinnon/John McNichol
- 3rd ??
- 4th Steve Lancaster/Chris Sharpe

See elsewhere for full results (Hopefully we you will won't we Neil!!) Our congratulations to Malcom and John you can tell us how it's done! Also congratulations and Thanks to Neil & Roland for organising a supur event - it certainly beats sitting in a pub all night & we look forward to the next one,

Steve Lancaster

NOVA ON THE LOOSE

Wyedean Stages - Mark Eastwood/ Peter Green

Much burning of the midnight oil and doing usiness with a blind sign writer the Nova was eginning to look like a real rally car with writing" on.

With two punctures before leaving Leeds we ventually set off on the laborious journey to elsh Wales. The five and a half hour journey eemed to drag on and on and on.....

Luckily scrutineering was pretty straight orward and we soon got off to our bed. Peter at his point proceeded to talk to me about the vent, when I wanted to go to sleep and I wouldn't ay he was nervous but he went on and on and on..

In the morning he woke at six and said in a oud voice are you awake yet which I was anyway.

At the start all set to go Peter said whats his road book and when do we get the route, this ade one bristle with confidence.

The marshal 5-4-3-2-1 go.....go..... so erhaps we do need an LSD. We were soon passed by group A 4x4 Sierra which was sucked up in our lip stream. The effort it took to pass the Nova roved to be too much for his head gasket HA HA A....(one down 165 to go) Stage 2 & 3 went by ith no mishaps and just getting into the swing of his easy stages rallying game. Then come stage 4, avi- 90 right thro' gate 1) ri " oh sh..(90 ight thro' gate post so we drove over it just to ake sure it was dead.) bent the front wing and amaged the infamous signwriting. We couldn't mend t in the service that followed so we carried on egardless. With hindsight we would have repaired he service barge but at this point in time we idn't know it had broken down.

The next seven stages made up the bulk of the ally with our stage times improving with a stuck rottle. We were most upset with the flying inish marshal who failed to stop the clock as we ased him and his pet dog backwards down the irebreak.(but then he was welsh!!)

The second service saw the throttle mended and the last stage went by without incident.

We were delighted to finish on our first stage rally and both enjoyed it immensely.

We would like to thank WASS (Leeds) LTD for sponership and the service crew for turning out and getting a sun tan at our expense.

Well until Longleat on the 27th Feb which will be WASS (Leeds) LTD Nova on Safari.

Peter Green & Mark Eastwood

CARTEL INTERNATIONAL RALLY - a Commander's eye view

Well the change of name seems to have brought a change of luck to DeLacy M.C. and for the first time to my recollection they had good weather for the event. NO snow, ice rain or fog - struth!

In the mild, pleasant, dry weather the stage was set up on the Saturday to allow for any messing about to be done on the Sunday morning and to give plenty of time to organise the marshals. Ronnie McKinnon and I were ably assisted on this occasion by 3 other members and 1 girlfriend and I must say this was very much appreciated. The evening was then spent in the Fox and Rabbit where food and refreshments were being served until midnight.

On the day we set about completing the stage at 2.30am, finishing it by 3.30am and apart from juggling the doctors and rescue vehicles about we were live by 4am. Unfortunately not all promised marshals turned up for the early start but with help from Otley and University Motor Clubs the stage was adequately manned.

In the end things ran very well and my thanks and congratulations go to everyone who helped. It is however obvious that more training is required and I hope this will happen in the near future - watch the magazine for dates.

It was nice to find out the following week that the stage/club won a Cartel Rally Jacket which will be given away by drawing a name out of a hat of those who took part on the day marshalling. Winner to be announced in the next edition of the magazine.

Again my thanks to all those who helped keep up the good work and see you on the next one.

John Renny (Stage Commander)

MEMBERSHIP.

If you have not yet renewed your membership then this will be the last magazine you will receive unless your "subs" are received by the end of March. There is a renewal form enclosed with this magazine. If you return your renewal form by post enclose a stamped addressed envelope if you wish to receive your card and sticker before your next magazine. If am not at Motor Club on Tuesday nights see Chris Sharpe who will take your money off you!

Welcome to the following new members,

Nick Pullan
Jayne Simpson
Colin & Gwen Thomas
Ian Parkinson
Chris & Elaine Downes
Carl Poise
Stephen Smythwaite
Darren Moon
Shaun Hanlon

Peter Stanhope
Membership Secretary.



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Pamela White/Ian Parkinson
Car 136 RS2000

Our problems started on the way to the rally when the alternator wasn't charging correctly - why do these things happen when you don't expect them? The start was impressive - we had to drive onto a ramp to be flagged off - thank goodness I didn't drive off the edge!!

At the entrance to the first stage - Harewood house the Police were counting each car to ensure the 120 car was not excluded. I had bought a Sparco balaclava - ultimate on poseur gear but only wore it at Harewood, as it was hard enough to fit my specs. under the helmet! On the exit from harewood it was thumbs up sign to Peter in the chase car and off we went to first service at Sutton Bank, the alternator was checked but it was decided not to change it until the evening, in fact it ran throughout.

There was a wait of approx 45 mins. at TC5 as a spectator had had a heart attack. I was very busy socialising having plenty of time, but when we pulled up at the start of SS6 the gear stick came away in my hand, mole grips in position we set off. Ian had to change down to first for me on tight bends and the mole grips stayed in position for the duration of the rally. At least my bionic gearstick was the talking point at the controls.

The stage times for SS1-3 were given at TC8B(harltons) where we found out we were lying 2nd from last which was 1 position higher than expected!

After Gale Rigg car 139 Andrew Womack accused me of baulking as he had been lying 2nd after 3 stages - it didn't go down well when I told him that I had allowed Allan Powell to pass who at that time was in 3rd position. Womack then accused me of smashing one of his spotlights, that'll teach him to get too close to a backside of a woman. Anyway he later retired probably due to lack of light power.

It was super to see John Bean and Malcom Jagger at the Fox & Rabbit especially as they told me that we had moved up to 10th position, As we did more stage mileage I started to get the hang of things - and began to have some fun. After the overnight halt Alan Powell/Barry Dove had moved up to 1st place and we had moved up to 9th. Mike & Mark had dropped position due to electrical problems, After SS25 Trackrod was the only Club team remaining!!

We were pleased to make it thro' the first day and make it to the TMC & Ilkley stages, where there were familiar faces. On Dalby 3, I thought something had dropped onto my foot, looked down and looked up to find I had taken a short cut down a banking, in the middle of Dalby woodyard and in front of 100's of spectators. I got slapped hands from malcom on Dalby 4. On the same stage thanks to Derek Lee for encouraging us , he ran faster than we were driving.

The Langdale stages were run by Ilkley, who gave us more encouragement, unfortunately on our 2nd run I managed to tip the car on it's side with a broken half-shaft and a seized diff only 2 stages from home.

Small world isn't it - one of the officials said the last time he saw me I was lying in a hay field pulling hay out of the car on the Summer Wine.

The rally car was taken home by RAC Recovery 5 hours later.

All in all a good event, Ian was a brilliant Co-driver - dropping no road time, Peter chased us in & out of 99% of the stages, The service crew got to all the halts and the weather couldn't have been better

PS Louise Aitkin-Walker broke down in Langdale on the '87 RAC and came 2nd in the '88 Cartel, Is this a good omen??

PSS Congrats to Mike Vary for coming 9th.

P(i)SS Barry - Light coloured overalls are the wrong colour to wear in the woods or were you just bragging!!!

Pam White

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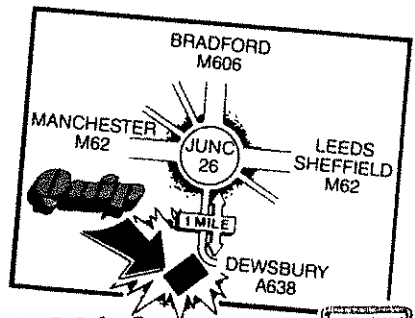
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